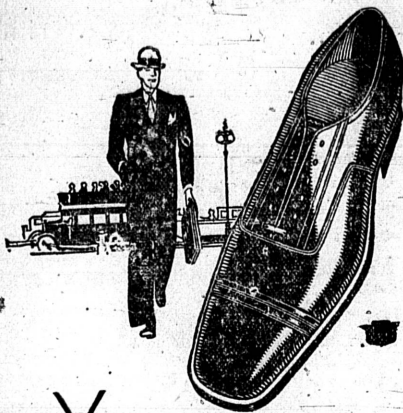


SAM LEVY



You need no longer
be told that you have
an expensive foot—

ENNA
JETTICK
Shoes



add pep to
your step

Abuse not use make
feet grow old—and the
most common form
abuse is the wearing
misfitted shoes.
If you feel that because
you choose to pay on
\$5 to \$6 for your shoes
you must take what
ever you can get in the
way of fit you are not
taken.

ENNA JETTICKS come
in all sizes and
widths from AAAA
EEE—THAT'S WHY
WE CAN AND DO FIT
YOU AND AT A MOD-
ERATE PRICE.

You can give your feet no
greater satisfaction than
to keep them attractively
and comfortably dressed
in FLORSHEIM SHOES.

Most Styles
\$10

Genuine Imported Australian
BLACK KANGAROO

Shoes

A fine Arch Support. A real Comfort
combined in dress Shoes at a low price.

\$6.95

Men's Oxfords

Men's black and tan Oxfords of
highest grade in footwear obtainable
New Fall Styles.
We will guarantee this Shoe to give
much wear as any shoe made.

\$5.95

WE CARRY A FULL AND COMPLETE LINE OF
Shoes for Boys and Girls
\$2.65 to \$3.95 a pair

SAM LEVY

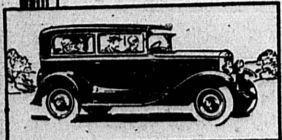
1311-1313 Sartori Avenue, Torrance

An Economical Transportation

CHEVROLET

"EVERYBODY'S SI

Smart • Smooth • Safe
Dependable—and Price
Within the Reach of A



THE new Chevrolet was
designed and built to
bring the advantages of six-
cylinder performance within
the reach of all those who can
afford any automobile. For
that reason it has met with
sensational success—more
than a million two hundred
and fifty thousand on the
road in less than nine months!

We cordially invite you to
come in and see this remark-
able car. Its smart Fisher
bodies are styled in the latest
mode—with tasteful mould-
ings, concave front pillars and
oblong windows. Its great six-
cylinder valve-in-head engine

is smooth, powerful and
usually swift in acceleration.
It is designed throughout
greater safety and depend-
ability. And its low first cost
combined with its outstanding
economy of operation, make
it truly "Everybody's Si

Come in today for a demon-
stration!

The Roadster, \$525; The Phaeton, \$525;
Coach, \$495; The Coupe, \$595; The
Compt, \$645; The Sedan, \$675; The Bu-
ggy, \$695; The Sedan Delivery, \$595;
Delivery (Chassis only), \$400; 1½ Ton
(Chassis only), \$545; 1½ Ton Truck (C
with Cab), \$630; All prices f. o. b. Tor-
rance, Michigan.

Consider the delivered price as well as
the f. o. b. price when comparing auto-
mobiles. Chevrolet delivered prices in-
clude only authorized charges for freight and
handling, and the charge for any additional
options or financing desired.

Torrance Motor Co

Marcelina at Cravens, Torrance

A SIX IN THE PRICE RANGE OF THE

KEYSTONE NOTES

Mrs. H. B. Transchel and her
mother, and Mrs. Frances Boyer of
the Keystone Baptist church, at-
tended the missionary and work-
ers' conference on Friday at the
Emmanuel Baptist church in Long
Beach.

Mrs. Anna Blanchfield of 1710
Van Ness avenue, Compton is
visiting at the home of Mr. and
Mrs. Barnard on Dolores street.

Mrs. Charles M. Forrest, pres-
ident of the Carson street Parent-
Teachers association presided at
the November meeting of the as-
sociation which was held on Tues-
day afternoon at two o'clock in the

FOUR

The Counties

(Continued)

factories, it deserves more power
than it has received. "I speak,"
said the attorney, "for four-fifths
of the power users in the district
which is supposed to get the bene-
fit of the Boulder Dam power, for
2,000,000 homes, and three-fourths
of the farms in Southern Califor-
nia."

As Mullendore outlined the argu-
ments of the Edison Co., Southern
California representatives W. B.
Mathews of Los Angeles, Harlan
G. Palmer of Los Angeles, and
Congressman Phil Swing of El
Centro, co-author of the Boulder
Dam Act, all attempted to heckle
Mullendore on the question of just
why his company is interested in
Boulder Dam power. Many times
the Edisonman told them that
Boulder Dam power would be
cheaper than his company could

generate by steam plants. As the
discussion continued, Palmer, who
called himself a personal representa-
tive of Los Angeles Mayor Port-
er, grew especially insistent. Fi-
nally, Secretary Wilbur interfered.
Said he: "Mullendore has amply
explained the position of his com-
pany, and if you (Palmer) have
been asleep, it is not our fault; we
can't keep on interminably chewing
the same guster over and over."

Los Angeles Attorney Mathews,
in the interest of that city, did not
appear as hungry for another help-
ing of the "power pudding" as the
Edison company was. Mathews,
however, speaking for Los Angeles,
suggested modifications in Wilbur's
recent power allocation plan. They
were: 1) that Los Angeles operate
the power plant and the main trans-
mission lines; 2) if the power com-
panies disagree on modification
No. 1, then to allocate the power to
the Metropolitan Water District
and its municipalities; 3) that the
government install all dynamos and
other power plant machinery; 4)
that the proposed "board of con-
trol" be recast, making it simply an
"advisory board" to be com-
posed of two representatives of the
district (Metropolitan Water Dis-
trict), one of the municipalities, one
of the power companies, and one or
more of the government; 5) an in-
crease in the height of the dam.
(From \$50 to 575 feet.)

Mathews vigorously opposed the
idea of Los Angeles sharing in the
operation of the Boulder Dam power
supply with the Edison Co. He
was of the opinion that joint opera-
tion would bring only discord, in-
efficiency; that, after Los Angeles
had made such a long fight for the
building of Boulder Dam, it would
be humiliating for some of the Los
Angeles municipalities to be com-
pelled to buy their power from a
private company.

Among other Southern Califor-
nia cities represented—Pasadena,
Burbank and Glendale, through rep-
resentatives at the hearing, told
Secretary Wilbur through their
attorneys that the power alloca-
tion was not sufficient for their
needs; that Pasadena alone
would use the entire 4 per cent.
Representative Phil Swing pre-
sented similar pleas for the cities of
Anaheim, San Bernardino, River-
side and Santa Ana, saying that
power allocations should be such
that these and other small cities
would get "whatever power they
need."

Arizona. Prior to the hearing last
week, Secretary Wilbur received a
telegram from Arizona's Governor
Phelps, who intimated that Ariz-
ona may be satisfied to abandon
legal action against the U. S. Gov-
ernment (News Review, Nov. 4-10)
providing the price to be charged
for power is increased from the
1.33 mills figure, and the charge for
storing water for Los Angeles and
the Metropolitan Water District be
boosted from 25 cents per acre foot
to approximately \$2.00. From the
tone of Arizona's demands, observ-
ers at the conference implied that
Arizona would fall into line when
she was certain that her 17½ per
cent of "surplus profits," provided
under the Swing-Johnson bill,
would really put money into her
coffers.

Utah. Senator King, who repre-
sented Utah at the hearing, asked
that 50,000 horsepower be set aside
for his State for later use. He also
followed up a previous contention
of Utah's that the price of 1.63 mills
per kilowatt hour for power was too
low.

Colorado. Ward Bannister, rep-
resenting the City of Denver, was
frank in denouncing the demands of
Utah's King. Said he, still ironic:
"If Utah can have power reserved
for it without binding herself finan-
cially, then Colorado's bribe might
be amended so that it will ask sim-
ilar allocations."

Nevada demanded one-third of all

J.C. PENNEY CO.

1269 Sartori Avenue,

Torrance Calif.

SUPREME

CALIFORNIA NEWS REVIEW



THE ESPEE'S CRACK TRAIN AT SAUGUS

... a swarthy, thin-faced, eagle-beaked man joshed passengers, relieved them of cash.

the power, or, alternately, offered
to buy it all at the rate of 1.75 mills
per kilowatt hour. If the offer is
accepted, Nevada claims she could
lay the money on the table within
thirty days. If the offer is refused,
which observers were certain will
be the case, Nevada's representa-
tive G. W. Malone expects to hold
out his demand that Nevada have
33 per cent of the power. Nevada's
Senator Oddie was so upset over
Nevada's proposed allocation that
he declared heatedly that the
Boulder Dam Act would never have
passed by Congress had it been
realized that Nevada would be
placed in her present position.

Senator Oddie threatened to have
the Boulder Dam Act amended "to
give Nevada a square deal."

In all, newsmen and other ob-
servers at the hearing were led to
believe that, regardless of all the
protests which have come to Sec-
retary Wilbur over his power alloca-
tions, there is comparatively little
chance of the Secretary re-allocat-
ing the shares. However, in the
event of a past differences and
attempts to satisfy Arizona in its de-
mands, and bring that State into an
amicable agreement, Wilbur held up
the signing of the power contracts
until the second week in December.

Suicide Bridge

Since Pasadena built her grace-
fully curved Colorado Street Bridge
to span the Arroyo Seco seventeen
years ago, twenty-seven desper-
dies have found death on the
rocks below, have given to the
classically beautiful structure the
name of "Suicide Bridge." Second
victim of the week—fourth of the
current year, was Real Estate Deal-
er William R. Cuthbert, whose
body was found last week in a
crumpled heap near the boulevard
underlying the span.

But the popularity of the Arroyo
Seco bridge as a suicide site is ill
concealed. Pasadena Chief of
Police Kelly, since the Cuthbert
episode, has been considering
measures to stop tired-of-life peo-
ple from leaping to death—at least
from the most likely preventative
plan is one which has been out-
sidered before; to place a huge,
strong net under the bridge's pa-
rapet. Thus, prospective suicides
could know of the net will not
choose the Arroyo bridge to jump
from; others who are not aware of
the net will be sharply retarded in
their flight carthward, saved from
death, given time to think things
over.

Gabriel At Standstill

Waiting for the straightening
out of legal quagmires and the final
findings of State Engineer Hyatt's
investigating committee, propo-
nents of the San Gabriel Dam pro-
ject made little progress last week.

County Engineer E. C. Eaton,
apparently of the opinion that the
proposed high dam will never be
built, was at work on the proposal
of building a number of small
dams higher up the canyon. Last
week he had selected his survey-
or's camp sites, assembled his
equipment, but when he had fin-
ished these preparations, he found
he had not enough money avail-
able to start the engineering
work.

Consequently he drove over to

the Los Angeles Hall of Records
to the office of County Counsel
Mattoon, asked Mattoon if some of
the \$25,000,000 voted to the build-
ing of the high dam, could be used
for surveying new sites. Legally,
Eaton thought the money could
be used for flood control work if
four-fifths of the County Board of
Supervisors were in favor. There
is still \$20,000,000 of the original
San Gabriel Dam appropriation
left in the county's coffers.

Two Harbors

Hopes for ultimately uniting the
adjoining harbors of Long Beach
and Los Angeles, which last for-
night seemed fast fading because
representatives from both cities
could not agree on the terms of the
project, were last week flickering
up again. Los Angeles interests,
loath to let the matter drop, ad-
dressed an urgent communication
to the Federal Government asking
it not to abandon the idea of mak-
ing the two ports one.

That Los Angeles, the largest of
the two harbors, is anxious to bring
about an amicable decision agree-
ment with Long Beach was the im-
pression received last week from
the speech at the Los Angeles City
Club of A. E. Henning, chairman
of the Los Angeles Harbor Com-
mittee, voicing in general the hope
that in spite of past differences and
present conditions, Los Angeles and
Long Beach harbors will one day
be combined under one manage-
ment, for the best interests of the
entire Southland.

Pertinent points of Henning's re-
marks: Long Beach is not credited
as a harbor by the United States
government. Therefore no govern-
ment funds have ever been spent on
Long Beach harbor development.
The prosperity of Long Beach
would be greatly enhanced by uni-
fication with Los Angeles Harbor
(next largest tonnage to New
York). Reason: The two cities
could put up a united front and
obtain larger appropriations from
the government than either could
by separate efforts.... The United
States is not interested in appropri-
ating funds for two competing
harbors. Long Beach has already
spent \$2,000,000 on her harbor and
will probably spend more vast sums
on development. Citizens will soon
want a return on their investment.
If, in its efforts to compete with
Los Angeles Harbor, Long Beach
cuts its rates, a rate war is likely to
result. Long Beach tax payers will
have to pay the cost of the war.

Meanwhile, with no agreement
yet in sight to bring the two harbor
cities together in uniting their
ports, which are both part of one
basin, the Los Angeles Harbor
Committee awaited the sanction of
the Mayor and the Council before
pressing forward in their attempt
to make of the two ports one huge
haven for ships of the sea.

Dirty Gutters

Huntington Park's City Coun-
cil last week had a distasteful
task to discuss. There were numer-
ous complaints before it concern-
ing the obnoxious condition of
Huntington Park's gutters. All day
long, complained public spirited
residents, the gutters of the main
street were filled with unsightly,
unsavory rubbish, dirt, swept there

by merchants in the early morning
and not cleaned away until late the
following night.

With arched eyebrows the coun-
cilmembers considered the gutter prob-
lem, considered what might be done
to make the gutters a model of
cleanliness, trim looking and rub-
bishless. Result: They passed an
ordinance making it unlawful for
merchants to sweep the dirt from
their sidewalks into the gutters.

Catastrophe

Ditched, Robbed

Bound for Portland and Seattle,
the West Coast Limited, twelve-
coached crack coastwise Southern
Pacific train, departed from Los
Angeles at 6:10 p. m. Pausing in-
termittently it left Los Angeles, Glendale and Burbank traffic congestion
behind; shot out across the fertile
San Fernando Valley. By 7:25 p. m.
it had clattered through the last of
the Newhall tunnels, through Saugus,
and entered—Mint Canyon.

Many of its passengers had retired
for the night; others jostled through
the sleepers, found the smoking car
ahead, the observation car behind.
At 7:30 the train had left Saugus
three miles behind, was chugging
around a left curve near the Baker
Ranch. Then suddenly the engine-
ner saw the rails part beneath his
heavy engine. Passengers heard a
ripping and splitting sound. Engi-
neer Ball snatched the air brake
control lever. But his heavy loco-
motive ploughed its way over the
ties, unsteadily, then swerved to its
side, hurtled into the embankment,
dragging the baggage and smoking
cars after it.

There was silence, darkness. Then
there were screams from Engineer
Ball. He was pinned beneath the
cabin, and hissing steam was scald-
ing his body. Passengers in the
smoking car bashed in windows, ex-
tricated themselves; other passen-
gers, in the eleven remaining cars,
were stunned, but not injured.

Then, at 7:45 p. m., there was tu-
mult in the last of the sleeping cars.
At the rear door of the Pullman
car appeared a swarthy, blue-eyed,
thin-faced, eagle-beaked man. In
his hands he carried two guns.
Over his face he wore a blue hand-
kerchief with white dots. He re-
moved his mask, joshed the passen-
gers of two sleepers, relieved them
of some \$300 in cash, and departed.

Soon upon the scene were rail-
way detectives, Sheriff's officers,
police, and nearby ranchers.
They started a man-hunt for the
wrecker-bandit, and his pal, who
during the holdup sulked in the
background.

When Southern Pacific investi-
gators examined the scene of the
wreck they found that bolts and
bars from ten rails had been loos-
ened, that the criminals had, af-
ter tearing up the tracks, sat
calmly near a shed and eaten their
lunch, waiting without qualm for
the impending disaster. For this
and other reasons, police thought
the wreck perpetrators were men-
tally deranged. That they were
clever was ascertained from the fact
that they loosened up so much rail
without breaking the connecting
electrical wires. Had the wires

been severed, a warning signal
would have immediately been
flashed to the engineer of the on-
coming train.

Episodes: 1) Saved from robbery
was an entire car by the resource-
fulness of Southern Pacific Em-
ployee W. S. Higgins, of Stockton.
Looking outside immediately after
the crash, he saw a man hiding in
the darkness, the sinking partner of
the bandit. Suspicious, Employee
Higgins shouted to disheveled pas-
sengers: "Hide your money. It's a
train robbery." Then he locked
both doors of the sleeping car.

2) Dr. O'Rourke, of Seattle, saved
not only his money but the life of
Engineer Ball, when, hearing the
engineer's screams, he rushed for-
ward, extricated him, treated his
steam burns.

In the middle of the week, with
the bandits still at large, police
combed the hills nearby the wreck,
particularly in the vicinity of Vas-
quez Rocks, in upper Mint Canyon,
where one Tiburcio Vasquez, Cal-
ifornia "Robin Hood," notorious
outlaw of the late 60's, hid from
justice. The rocky, pine-clad hills
are the haunts of the bandits. With
their position impregnable. But in-
vestigators last week were using
airplanes, hoping to see immedi-
ately from above what might other-
wise take weeks to accomplish by
scouring through the hills.

The West Coast Limited disaster
last week was thought to be the up-
shot of an attempt, last fortnight,
to wreck Southern Pacific's crack
coast-line train. The train, just
after the Lark had roared safely
over it, railroad workers found
bolts and spikes had been removed
from a section of track near Santa
Susana. The heavy electrical wires,
however, held the tracks in perfect
alignment. Had the next train on
the schedule, The Padre, also
passed the loosened track, experts
were certain it would have dupli-
cated the wreck of the West Coast
Limited on the following week. But
the trap was found before. The
Padre arrived, and the rails re-
paired.

Winds

Through Cajon and San Gorgonio
passes terrific, blustering winds
blew early last week. Uniting in
San Bernardino Valley, they swirled
eastward to Riverside County,
southward to Orange County, west-
ward to the southern region of Los
Angeles County. For twelve hours
the blasts blew.

At San Bernardino, a radio broad-
casting tower was blown down; to
plate glass windows crashed into
down town streets; signs ripped
loose; awnings flapped, were torn
loose; rubbish scurried, whirled in
streets, blinded pedestrians. In
Bloomington and Ontario,
highways were blocked by sand,
motorists who toiled in the storm
were blinded by sand-blasts; little
damage was done to citrus crops.
At Ontario, trees fell; cables, power
lines sagged, causing short circuits;
houses were filled with sand; high-
ways leading to Colton and River-
side were covered with sand dunes.

In Orange County, potted orna-
mental plants toppled over; trees
fell; telephone and power lines
were damaged. Although the
avocadoes were affected slightly,
the storm proved a boon to walnut
growers, loosening and shaking
down nuts left on the trees at the
end of the harvest.

Fires

Fanned by squalls, backwash
wind from the storm of a day be-
fore, (see above), brush fires broke
out in San Bernardino, Orange and
San Diego counties.

Near Etiwanda, in San Bernar-
dino County, a brush fire, under
control the day before, was fanned
into flames again; embers were
scattered over a wide area; made
hot work for 100 fighters to put it
under control again.

Near San Diego, black smoke
mounded high above East San
Diego, Mission Hills, Camp Kearny
Mesa, the State College site, In-
land from Del Mar and Encinitas,
brush fires crackled over hills, up
canyons. In the vicinity of Rancho
Santa Fe and Spring Valley, fires
also raged, but were soon put un-
der control.

First cursed, then thanked by res-
idents of Olinda, Orange County,
were winds that blew in that region.
Up Carbon Canyon, in the Puente
Hills, winds goaded a brush fire;
capaciously swept it rapidly west-
ward for a distance of four and one-
half miles, devouring in its wake
eight oil derricks (loss, \$25,000),
one small residence, a powerhouse,
5000 acres of watershed. At the
back yard of Olinda was the fire,
when, late in the evening, the wind
swung squarely about, halting the
fire's progress. Olinda's 500 res-
idents were thankful.